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Message Text

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64
ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOTE-00 INR-07 NSAE-00 FAA-00 L-03 /032 W
---------- 082633
R 121710Z SEP 75
FM AMEMBASSY BRUSSELS
TO SECSTATE WASHDC 4927
INFO AMEMBASSY BONN
AMEMBASSY LONDON
AMEMBASSY PARIS
AMEMBASSY ROME

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E.O. 11652: N/A
TAGS: EAIR BE
SUBJECT: CIVAIR: US BELGIUM CHARTER AGREEMENT

REF: (A) BRUSSELS 7380 NOTAL; (B) STATE 178198 NOTAL;
(C) PARIS A-327, 7/22/75; (D) STATE 188403

1. DIRECTOR GENERAL OF CIVIL AVIATION
VANDERPERREN TOLD US SEPT. 10 THAT, AS FAR AS
HIS DEPARTMENT IS CONCERNED, THE BELGIAN GOVERNMENT IS READY
TO DISCUSS RENEWAL OF THE CHARTER AGREEMENT AND EXPLORE WHAT
TO DO AND HOW TO DO IT. HE REMARKED THAT U.S. CHARTER
OPERATORS HAVE EVERY REASON TO WISH TO RENEW AGREEMENT SINCE
IT PERMITS THEM TO DO VIRTUALLY WHATEVER THEY WANT TO IN
BELGIUM. HE ADDED THAT BELGIUM INTENDS TO REMAIN QUITE
LIBERAL ON CHARTERS, BUT THAT BALANCE OF BENEFITS OF CHARTER
AGREEMENT CURRENTLY FAVOR U.S. HE THINKS U.S. AUTHORITIES
SHOULD BE WILLING TO GRANT SOME ADDITIONAL TRAFFIC RIGHTS
IN CONNECTION WITH RENEWAL OF THE AGREEMENT. AS TO WHAT
EXACTLY THESE MIGHT BE, VANDERPERREN REFERRED IN PRO FORMA
MANNER TO DESIRE FOR SECOND LANDING POINT FOR SABENA,
BUT THEN CHOSE AS HIS SERIOUS EXAMPLE SABENA'S INTEREST IN
HAVING A BLIND SECTOR BETWEEN NEW YORK AND MEXICO. HE SAID
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THAT SABENA HAS NO PRESENT DESIRE TO USE SUCH A SECTOR, BUT

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THAT THEY CAN FORESEE THE NEED FOR IT DURING OFF-SEASONS
AFTER THEIR SERVICE TO MEXICO SWITCHES OVER TO BOEING 747S.

2. VANDERPERREN SAID THAT SOME U.S. CHARTER OPERATORS HAVE
APPROACHED HIM RECENTLY ABOUT RENEWAL OF CHARTER
AGREEMENT, AND HE TOLD THEM THAT HE IS SYMPATHETIC BUT THAT
THEY MUST "DO SOMETHIN" FOR THE BELGIAN INDUSTRY, ESPECIALLY
FOR SABENA. HE SAYS THAT, FOR EXAMPLE, THEY COULD MAKE USE
OF SABENA ON U.S. CHARTERS GOING BEYOND BELGIUM. HE
ACKNOWLEDGED THAT THIS IS A MATTER FOR DISCUSSION CHIEFLY
WITH OPERATORS AND NOT IN GOVERNMENT TO-GOVERNMENT CONSULTA-
TIONS.

3. VANDERPERREN POINTED OUT THAT SECTION 1.A. OF RECENT
ECAC (EUROPEAN CIVIL AVIATION CONFERENCE)
MEMORANDUM OF UNDERSTANDING ON CHARTERS (REFAIR C.)
MAY POSE PROBLEM FOR BELGIUM IN RENEWING CHARTER AGREEMENT.
HE EXPRESSED DISPLEASURE AT ECAC ADOPTION OF MOU, CITING
PRESSURE FROM FRANCE, GERMANY AND U.K., ALL OF WHOM WERE
CONCERNED WITH PROTECTING THEIR SCHEDULED SERVICES. HE SAID
THAT BELGIUM WAS ISOLATED AS THE LAST HOLDOUT AGAINST THE
ECAC MOU AND FINALLY WENT ALONG RELUCTANTLY. UNDER TERMS OF
MOU, CERTAIN TYPES OF CHARTERS PRESENTLY LEGITIMATE COULD
NOT BE PERMITTED, I.E., ONE-STOP INCLUSIVE TOUR CHARTER (OTC),
AS DESCRIBED IN STATE 188403.

4. COMMENT: VANDERPERREN'S REMARKS, WHILE NOT YET REPRE-
SENTING THE DEFINITIVE BELGIAN POSITION, GIVE A CLUE THAT
THERE MAY BE PITFALLS IN THE WAY OF RENEWING THE BILATERAL
CHARTER AGREEMENT. BEFORE MAKING A FORMAL APPROACH ON THE
QUESTION IT MIGHT BE WISE TO EXPLORE WITH U.S. CHARTER
OPERATORS (AND PERHAPS WITH SCHEDULED AIRLINES AS WELL)
WHETHER IT IS WORTHWHILE FOR THE OPERATORS TO OFFER ANY
ADDITIONAL BENEFITS TO THE BELGIANS IN RETURN FOR RENEWAL.
IF NOT, LOCAL POLITICAL EXIGENCIES AND BELGIUM'S RELATIONS
WITH OTHER ECAC MEMBERS MAY WELL COME TO ASSUME GREATER
IMPORTANCE WHEN A FORMAL APPROACH IS MADE. DGCA'S AND
FOREIGN OFFICE'S (REFTEL A.) GENERALLY FAVORABLE DISPOSITION
SHOULD NOT BE COUNTED ON TO ASSURE AN EASY PATH TO RENEWING
THE AGREEMENT. SEE BRUSSELS 3290 AND 4487 (NOTAL) ON PANAM
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REQUEST FOR WAIVER OF CURFEW REGULATIONS FOR EXAMPLE OF
BELGIANS TAKING HARD LINE ON AN ISSUE WHERE THEY MIGHT JUST
AS UNDERSTANDABLY HAVE BEEN ACCOMMODATING.RENNER
BT
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